

Appl. No. 10/732,932  
Amdt. Dated July 8, 2005

**Amendments to the Specification**

Please replace paragraph [0022], as amended in the Examiner's Amendment, with the following amended paragraph:

[0022] Referring now to FIGS. 1 and 2 in combination, operation of the flight control system 100 is controlled by the flight controller 104. During vehicle flight, the flight controller 104 supplies control signals to the solenoid valve 106, which in turn causes the pilot valve 108 to divert a portion of the gas flowing in the first flow path 118 into one of the first stage fluidic amplifier control gas flow paths 126 or 128. This causes the gas flowing through the first stage fluidic amplifier primary gas flow path 124 to be directed into one of the second stage fluidic amplifier control gas flow paths 132 or 134. This in turn causes the gas flowing through the second stage fluidic amplifier primary gas flow path 130, which is received from the gas generator second gas flow path 120, to be directed into one of the second stage fluidic amplifier outlet ports 136 or 138, ~~that are formed by a flow splitter in between~~ which are formed by an interposed flow splitter 225. As a result, gas flowing through the second stage fluidic amplifier outlet ports 136 or 138 will enter one of the fluidic diverter valve fluid inlet ports 204 or 206. This will cause the valve element 216 to move away from one of the diverter valve fluid outlet ports 208 or 210, and allow gas to flow through it to one of the thrust nozzles 144 or 146. At the same time, the valve element 216 will be moved toward the other fluid outlet port 210 or 208, sealing it and the other thrust nozzle 146 or 144 from the gas flow.